

The China Mail

Established February, 1845.

VOL. XLIII. No. 7584.

號九月二十日七十八百八十一英

日廿月十年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

London—F. ALGAE, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—SAVILE & CO., Square, Singapore. C. HEINRICH & CO., Manila.

CHINA.—Mazao, F. A. de CRUZ, Siam, Tschouk & Co., Amoy, N. MOALLE, Fuchow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$87,500,000
RESERVE FUND, \$3,900,000
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COUPON OF DIRECTORS.
Chairman, C. D. BORTONALEY, Esq.
Deputy Chairman—Hon. J. BELL, ILLING.
W. H. F. DARBY, Esq.
H. L. DALMORY, Esq.
W. H. FORBES, Esq.
H. HOPKINS, Esq.

CHIEF MANAGER,
Hongkong, Thomas JACKSON, Esq.

MANAGER,
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS, London and County Bank.

HONGKONG.

INTEREST ALLOWED,
(1) Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 5 " 4 per cent. " "
" 12 " 5 per cent. "

LOAN BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, September 20, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$950 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked "On Hongkong Savings' Bank" is forwarded from the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, September 1, 1887. 764

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON AND COTTON YARN AT THE KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per ton per month will be charged.

ISAAC HUGHES,
Secretary,
Hongkong, November 7, 1887. 2148

NOTIFICATION.

It is hereby notified that the Undersigned have requested H. B. M.'s Consul at Tolo, to DISPOSE OF the WRECK of the S.S. KILLARNEY, as he now lies sunk in that Harbour—together with 3 SHIPS BOATS belonging to her, and lying ashore at a Date to be fixed by the Consul, but not earlier than the 20th December, 1887.

The purchase of the wreck to be subject to the terms and conditions specified by the Consul.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 1, 1887. 2344

Intimations.

ST. JOHN'S LODGE OF HONGKONG,
No. 618, S. C.

A N Emergency MEETING of the above LODGE will be held in the FIBRE-MASON'S HALL, Zetland Street, THIS EVENING, the 9th Instant, at 8 for 8:30 p.m., precisely. VIBRIN BRETHREN are cordially INVITED.

Hongkong, December 9, 1887. 2376

TO IRONWORK CONTRACTORS.

THE HONGKONG & CHINA GAS COMPANY are prepared to receive TENDERS for the RE-SHEETING of their REPORT HOUSE with Corrugated Iron-SHEET (New Sheets to be supplied by the Company) at their Works, West Point, Hongkong.

Specification may be seen and all particulars obtained upon application to the Undersigned.

Tenders to be delivered on or before SATURDAY, 17th December.

F. W. CROSS,
Manager.

Hongkong, December 6, 1887. 2370

TO IRONWORK CONTRACTORS.

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VICTORIA REGATTA.
THIRTY-SECOND MEETING.THURSDAY AND FRIDAY,
16th and 17th December, 1887.

Patron.—His Excellency, Sir G. William

De Vaux, K.C.M.G.—His Excellency, Admiral

Sir Vesey Hamilton, K.C.B.—His Excellency

Major General Cameron, C.B.—Com-

modore Maxwell, R.N., A.D.C.

Steerers.—Colonel Anderson, Northamp-

tonshire Regt.; Honourable J. Bolt-

Irving, W. H. Forrester, Esq.; D. Gillic-

-Houpeau, Esq.; T. Jackson, Esq.

N. G. Mitchell, Esq.; Commander

Smyth, R.N.; G. Stewart, Esq.; Col-

onel Stott, R.E.; Hon. G. Thomassett,

H. J. H. Tripp, Esq.; H. E. Wed-

dington, Esq.; E. L. Woodin, Esq.

Committee.—Honourable A. P. MacEwen,

(Chairman); A. Denison, Esq.; Major

Ellis; M. Falconer, Esq.; G. C. Master,

Ed.; J. Sampson, Esq.; C. H. Thomp-

son, Esq.; H. N. Thompson, Esq. A.M.D.

Hon. Secretary.—J. H. Stewart-Lockhart,

Esq.

Hon. Treasurer.—R. T. Wright, Esq.

Judges of the Rowing Races.—Commander

Ramsay, R.N., and A. K. Travers, Esq.

Umpires and Starters.—Rowing—Umpire,

Honourable A. P. MacEwen; Starter,

J. Andrew, Esq.; Referee.—E. L.

Woodin, Esq.; Yachts.—G. C. Anderson,

Esq.; Open Sculling Boats.—E.

Burnie, Esq.

Judge of the Sailing Races.—Commander

Browne, R.N.

Time-keeper.—M. Falconer, Esq.

Clerk of the Course.—H. J. H. Tripp, Esq.

FIRST DAY,

Thursday, 15th December, 1887.

1st RACE.—12 p.m.—JUNIOR SCULLS.

For Single Pair Sculling Boats. En-

trance, \$5. Distance, One Mile. Prize,

Brokers' Cup. Three Boats to start

or no Race. Open to any one who has

never won a Sculling Race in China or

Japan.

2nd RACE.—12.30 p.m.—HEAVY GIGS

pulled by European Non-Commissioned

Officers and Men of any Regiment or

Corps in Garrison, or by European

Members of the Police Force. The

Boats to be approved by the Commit-

tee. Time allowed for One. Four

Boats must start for two Prizes.

Distance, One Mile. Entrance, \$1.

First Prize, \$15; Second, \$5.

3rd RACE.—1 p.m.—CHAMPION'S CUP.

Presented by the Hon. A. P. Mac-

Ewen, Chairman of the Victoria Re-

creation Club. For Senior Four-Oars.

Distance, One-mile-and-a-half. En-

trance, \$10.

4th RACE.—1.30 p.m.—MEMBERS' CUP.

Presented by Members of the Victoria

Recreation Club. For Junior Four-

Oars. Distance, One-mile-and-a-half.

Entrance, \$10.

5th RACE.—2 p.m.—FOR MEN-OF-WAR'S

GIGS.—Distance, One Mile.

Entrance, \$1. First Prize, \$15; Sec-

ond, \$5. Time allowed for Oars, 8

seconds per Oar.

6th RACE.—2 p.m.—AMERICAN CUP.

Presented by the American Commu-

nity. For Senior Four-Oars. Distance,

One Mile. Entrance, \$10.

7th RACE.—3 p.m.—BELLIOS CUP.

Presented by E. R. Bellios, Esq. For

Junior Four-Oars. Distance, One Mile.

Entrance, \$10.

8th RACE.—3 p.m.—SOLDIERS AND SA-

LORS GIG RACE.—Distance, One Mile.

Entrance, \$1. First Prize, \$15; Sec-

ond, \$5. Time allowed for Oars, 8

seconds per Oar.

9th RACE.—4 p.m.—PARSONS CUP.

Presented by the Parsonage Community.

For Pair-Oars. Distance, One Mile.

Entrance, \$5.

10th RACE.—4.30 p.m.—FOR MEN-OF-WAR'S

CUTTERS.—Distance, One Mile. En-

trance, \$1. First Prize, \$15; Second,

\$5. Time for Oars, 6 seconds per Oar.

11th RACE.—5 p.m.—GARRISON CUP.

Presented by the Officers of the Garri-

son. For Four-Oars. Distance, One

Mile. Entrance, \$10.

SAILING RACE.—FOR MEN-OF-WAR'S BOATS,

any rig. Entrance, \$2. First Prize,

\$20; Second, \$10.

SAILING RACE.—FOR MERCHANT SHIPS

Boats only. Entrance, \$2. First Prize,

\$20; Second, \$10.

YACHT RACE.—FOR YACHTS OVER 10 TONS,

Entrance, \$5. Time for tonnage. Cup

presented by the Hon. C. P. Chater.

SECOND DAY.

Friday, 16th December, 1887.

1st RACE.—12 p.m.—SENIOR SCULLS.

Cup presented by the Victoria Recre-

ation Club. For Single Pair Sculling

Boats. Entrance, \$5. Distance, One

Mile. Prize, \$15; Second, \$5.

2nd RACE.—12.30 p.m.—JUBILEE CUP.

Presented by the Victoria Recre-

ation Club. For Junior Four-Oars.

Distance, One Mile. Entrance, \$10.

3rd RACE.—1 p.m.—FOR GIGS pulled by

European Non-Commissioned Officers

and Men of any Regiment or Corps in

Garrison, or by European Members of

the Police Force. The Boats to be

approved by the Committees. Winning

Boat Race No. 2. First Day must change

two of its Crew before it can be

allowed to start. Distance, One Mile.

Entrance, \$1. First Prize, \$15; Sec-

ond, \$5.

4th RACE.—1.30 p.m.—INTERNATIONAL

CUP.—For Four-Oars. Distance, One

Mile. This Cup to be won two consecutive years before

being finally held. Distance, One

Mile. Entrance, \$10.

5th RACE.—2 p.m.—FOR MEN-OF-WAR'S

CUTTERS.—Distance, One Mile. En-

trance, \$1. First Prize, \$20; Second,

\$10. No time allowed for Oars.

(Winner of 10th Race, 1st Day, to be

excluded).

6th RACE.—2.30 p.m.—NIL DESPERANDUM

CUP.—Presented by E. H. Melby,

Esq. Open to all Juniors and those

of the Seniors who have never won a

race in a Regatta. Distance, One Mile.

Entrance, \$10.

7th RACE.—3 p.m.—LADIES' PUPIL

—Presented by the Ladies of Hongkong.

For Four-Oars. Distance, One Mile.

Entrance, \$10.

8th RACE.—3.30 p.m.—THE

BOAT RACE.—Open to Naval and

Military Officers of the Royal Navy.

Cup presented by Members of the Hongkong

Club. Distance, One mile. Time for

Oars.

9th RACE.—4 p.m.—CHINESE CUP.

Presented by the German Community.

For Senior Four-Oars. Distance, One

Mile. Entrance, \$10.

10th RACE.—4.30 p.m.—FOR

MEN-OF-WAR'S GIGS AND WHALESHIPS

Distance, One Mile.

Entrance, \$1. First Prize, \$15; Sec-

ond, \$5. Time for Oars, 8

seconds per Oar.

11th RACE.—5 p.m.—THE

CHALLENGE CUP.

—For Four-Oars. Distance, One

Mile. Entrance, \$10.

12th RACE.—2.30 p.m.—THE

CENTRAL CUP.

—Presented by the Victoria Recre-

ation Club. For Junior Four-Oars.

Distance, One Mile. Entrance, \$10.

13th RACE.—2 p.m.—THE

GARIBOLDI CUP.

—Presented by the Italian Consul.

For Four-Oars. Distance, One Mile.

Entrance, \$10.

14th RACE.—3 p.m.—THE

TITANIC CUP.

—Presented by the Italian Consul.

For Four-Oars. Distance, One Mile.

Entrance, \$10.

15th RACE.—3.30 p.m.—THE

TITANIC CUP.

—Presented by the Italian Consul.

For Four-Oars. Distance, One Mile.

Entrance, \$10.

16th RACE.—4 p.m.—THE

TITANIC CUP.

—Presented by the Italian Consul.

For Four-Oars. Distance, One Mile.

Entrance, \$10.

17th RACE.—4.30 p.m.—THE

TITANIC CUP.

—Presented by the Italian Consul.

It will be a great misfortune to the Colony if the object aimed at by the Governor, in appointing a Commission to inquire into complaints regarding Sanitary matters, should be frustrated, by petty jealousies. A general belief is being entertained that the composition of the Commission is such as will not meet with the hearty approval of the public. A Medical Commission, as we have endeavoured to point out, is not the body best fitted to comprehend evidence affecting the construction and ventilation of drains, and the members of such a Commission will be quite at sea unless aided by men who thoroughly understand the practical bearings of the case. The medical gentlemen spoken of are—Dr. Ayres, Manson, Jordan, Young, and Cantlie, an officer from the Army Medical Department (probably Dr. Yarr), and a doctor in the Naval Department. It is generally understood that Deputy Surgeon General Lawer (who has had exceptional experience in such work) has declined to serve, unless at least one civilian engineer be nominated on the Commission—a position which we have already explained to be eminently sensible. The leading unofficial civil engineer at present in the Colony, who unfortunately had some little difference with the Surveyor General, is apparently regarded as a personage likely to introduce personal feeling into the inquiry; and it is reported that, on this ground, his services are to be dispensed with. Why this should be the case—either that any shadow of a bitterness of feeling should be allowed to enter into the question, or that Mr. Danby should be left out because he is likely to make things hot—is not a little puzzling to the community. Surely the object aimed at and the serious grievance to be remedied are sufficiently important to exclude all such petty notess. Both Dr. Lawer and Mr. Danby possess experience which peculiarly fit them for such a duty as that set before this Commission to perform; and yet it is said these gentlemen are to be excluded, partly because they have put their names to the Letter of Complaint, and partly because they are understood to have freely expressed their opinions regarding the state of the sevors. It is in every way most deeply to be regretted that the success of what we believe to be an honest attempt on the part of the Governor to solve this difficult problem should be endangered by such mistaken ideas. We earnestly trust that the rumours now in circulation are not altogether correct, because the gravity of the situation is such that any tampering or trifling with the proposed inquiry would be in the highest degree unwise. Certain it is, that a Commission such as that now spoken of will not meet the requirements of the case, and cannot possibly satisfy the public.

LOSS OF THE ISLA DE PANAY.
A telegram has been received in Hongkong to-day to the effect that the fine steamer *Isla de Panay* of the Del Campo line has been lost on the Spanish coast while on her usual voyage out from Europe to Manil.

THE LOSS OF THE LORNE.

We are informed by Messrs Adamsen Bell & Co. that they have received a message from Hoilow that no news had been received there yet of the Captain and other Europeans missing from the *Lorne*. The vessel is sunk in over 20 fathoms. Two cutter's crews were safely landed and the Captain's boat was sent astern after the ship sunk. The gig was capsized and one Chinese drowned. It would appear that the boats were all got out, and that there were enough for all without using the dingy, which, however, was launched and was seen floating empty. All the officials over the Island have been informed, and it is hoped the Captain and those missing will yet turn up. Messrs Adamsen, Bell & Co. offered to send assistance, but they received a reply that it was not required.

THE LOSS OF THE VORTIGERN.

SEVERAL PASSENGERS DROWNED.
Five officers and seven seamen of the shipwrecked steamer *Vortigern* arrived here to-day by the *Ostra* from Saigon. The Captain remained behind them in Saigon and is coming up, we believe, with the next French Mail steamer.

The *Vortigern* left Sourabaya on the 5th November with a cargo of sugar for Hongkong. On entering the China Sea she encountered very rough weather, which increased in violence, and about the 13th Nov., when the steamer was off the coast of Cochin China, it was blowing a stiff gale. The sea was running mountain high and was breaking over the vessel with great violence. The steamer laboured for four or five days in the trough of this heavy sea and suffered greatly. The steam steering gear and the stern wheel were carried away and the vessel, despite all the men could do in baling out water, began to fill rapidly with water. The pumps were kept going as long as steam could be got, but all was of no avail. During the night of the 17th, when in about Lat. 13°, the condition of the vessel became dangerous that it was evident the men must leave if they wished to save their lives. Accordingly all that night they worked with might and main baling out the vessel, and in the morning they prepared to lower the boats. Two of the boats had been broken by the sea, and another boat was smashed while it was being lowered, owing to the Chinese passengers making a rush at it and breaking the davit. By this last accident a number of Chinese passengers lost their lives, and in all about 20 Chinese and one Malayan seaman perished.

Mr. Deacon—My master told me to go down to Mr. Croker's premises. He asked me to go and inquire to see which place was making the noise. There are several other places making a noise, but they are not so noisy as Mr. Croker's. Sometimes I hear a noise from Mr. Gordon's place but not very much. I also hear a little from the Lee Yuen.

By Mr. Deacon—The noise from Mr. Gordon's is that of small hammers. By His Worship—The noise from the Lee Yuen is a noise of letting off steam. The noise from Mr. Croker's is that of iron hammers. Sometimes I hear a noise from Mr. Gordon's place at night, but not so much as from Mr. Croker's. I have heard a noise from Gordon's place sometimes at 10 o'clock at night.

Mr. Deacon—Who the noise goes on in the yard at night there is no hammering of hammers. No large hammer is used at night. The hammering that does go on at night does not make much noise.

Seethambaram—I am employed with Mr. Croker as a draughtsman and engineer. I have been about six months with Mr. Croker.

On Tuesday night along with Mr. Croker I measured with a tape line the distance between our promise and Mr. Bell-Irving's premises. We measured from the north-east corner of our shop to the south-east corner of Mr. Bell-Irving's premises and found the distance to be 820 feet. That is the distance along the Praya. I then measured from the south-east corner of the premises to Mr. Bell-Irving's building, and made the distance 705 feet. From the building to Mr. Bell-Irving's house is about 200 feet. There is a little of an angle in the measurement to the railing, so that the actual distance would be a little shorter. I should say the actual distance between our premises and Mr. Bell-Irving's house as the crow flies would be a little over 300 yards, measuring from the south-east corner of the yard. I produce a plan which I made from my measurements.

Mr. Deacon—It was a cloth tape I used in my measurements; I don't think it stretched any. The distance from the south-east corner to Mr. Bell-Irving's hall door is about 900 feet as the crow flies.

This concluded the evidence.

Mr. Deacon, referring to the evidence, repeated that the only real evidence for the prosecution was that of Mr. Bell-Irving. As to the Chinese boys, he went on to say, they had been told to say, at any rate, that they were absolutely liable to a fine if no licence had been granted. It was the effect of that that noise was the effect of that. It was this that was the effect of that reservation? It was the effect that there was a nuisance. It was proved that there was a nuisance. The noise was not only a nuisance, but was a public nuisance. His Worship would observe that the only evidence in this case was simply that of Mr. John Bell-Irving, the rest being merely a mass of irrelevant evidence. Mr. Bell-Irving declared that Mr. Croker carried on a noisy trade. Now under the third Ordinance made on the 10th of 1872, which was a rather remarkable Ordinance, indeed, it was an extraordinary thing that it was put on a statute book—he thought there was very little doubt that, provided it could be proved to his Worship's satisfaction that Mr. Croker did carry on a noisy trade and had not got the Governor's permission, Mr. Croker would be liable to a fine, unless, of course, his Worship held that the second section applied to this Court as well as to the Supreme Court—and he confessed he was not certain whether it did or not. He simply submitted from a common sense view of it that it should be decided by his Worship, although it was quite possible that any other person might arrive at a different opinion. With regard to this Ordinance, which he might observe was repealed by the Public Health Ordinance, and very shortly, he thought there was no effect, the words put into it were evidently intended to have the effect that if any person was carrying on a trade that was widely complained of by the neighbours they should have the power to come before the Court and complain that such a trade was being carried on. But the prosecution had adopted the course of proving that Mr. Croker had special permission from the Governor; they had put in a copy of the Governor's licence which was granted by the Governor for carrying on this particular business. Unfortunately the licence itself had been lost, and he (Mr. Ewens) should have subpoenaed Mr. Price or the Colonial Secretary to prove the licence had been necessary. The licence showed that the Governor in according the permission did not interfere with the private rights of persons in proceeding against Mr. Croker. They could proceed against him as causing a common nuisance, or they could apply for an injunction against him; but if his Worship decided that notwithstanding this permission Mr. Croker could be proceeded against, he would have to consider whether it would be made the subject of an action or an injunction. There were two courses, one being to proceed against him as causing a common nuisance, and the other, applying for an injunction against him; but if his Worship decided that notwithstanding this permission Mr. Croker could be proceeded against, he would have to consider whether it would be made the subject of an action or an injunction.

Mr. Deacon said before Mr. Ewens proceeded with the defence, he should put in the evidence of two more witnesses for the prosecution with his Worship's permission.

Mr. Ewens said he understood that the case for the prosecution had been closed.

Mr. Deacon said there was nothing to prevent it being opened again in order to put in the evidence of somebody else.

His Worship asked if the evidence was material?

Mr. Deacon said it was material. One

of the witnesses, Mr. Chan Atuk, was a Government official, who would produce a copy of the licence granted for the premises in question, signed by the Surveyor General, which was given to Mr. Stephens, the then solicitor for Messrs Jameson and Croker, when they applied for the place. This was most important, because, as he stated before, if they had held such a licence as had been mentioned in the section under which he was proceeding, he could have no locus standi whatever; if, however, in the other hand, the licence did not protect them under that section—as he thought he would not have the slightest difficulty in proving—that he submitted the licence was of no value. Of course his Worship was entitled to hear any evidence he might think of any use in this inquiry—it was really an inquiry and not a trial.

Mr. Ewens said the case was really a civil case taken in the Police Court and ought to be conducted under the civil rules. Therefore when the case for the prosecution was closed they should not be allowed to repeat it.

Mr. Deacon contended that the proceedings were quasi-criminal and were brought under a criminal act.

Evidence was then called.

Mr. Atuk said—I am in the Surveyor General's Department, in charge of the correspondence. I produce the original application from Mr. Stephens on behalf of Messrs Jameson and Croker for permission to carry on business at the place in question and the reply to the application.

Mr. Deacon pointed out to His Worship what he said was a most important point—namely, that this application was for a licence under the covenant in the Crown lease and not under the Ordinance. He referred to that subject to the rights of the neighbours to proceed against the proprietors of the foundry or smelt on lots 174 and 175 should such prove a nuisance, and the noise of the foundry was loudest as far as the Lee Yuen premises are concerned.

Mr. Ewens said the Lee Yuen premises at night.

Mr. Deacon said the distance from my house to the yard is about 100 feet.

By Mr. Deacon—I should think Mr. Bell-Irving's house is fully 250 yards distant from the foundry. The noise from Mr. Gordon's premises is the noise of hammering on bolts and plates, and at the Lee Yuen, the noise of machinery and steam. The noise of steam is loudest as far as the Lee Yuen premises are concerned.

By His Worship—There are free passages through the building which intervenes between my house and the yard.

Mr. Deacon said the noise from the Lee Yuen premises is the loudest as far as the Lee Yuen premises are concerned.

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SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

Intimations.

Mails.

Intimations.

SPECTACLES.

M. R. N. LAZARUS, OCULIST OPTICIAN, has arrived in Hongkong from Shanghai, and will remain a few days previous to his departure for Siam. Mr. LAZARUS will be pleased to see LADIES and GENTLEMEN requiring his Professional Assistance at the HONGKONG HOTEL, Room 69. Hongkong, November 20, 1887. 2326

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

INSURANCES.

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED: \$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,
No. 2, Queen's Road West.
Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies issued at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1887. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, N. COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 13th December, at Noon, the Company's Steamship *OXUS*, Commandant GUERAND, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 12th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, November 30, 1887. 2333

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

SAID, BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIQUE PORTS;

Also,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 26th day of December, 1887, at 4 p.m., the Company's Steamship *BAYERN*, Capt. R. SANDER, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 24th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

ADAMSON, BELL & Co.,

Agents.

MELOHES & Co.,

Agents.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched from San Francisco, via Yokohama, on SATURDAY, 10th December, at 1 p.m., taking Passengers and Freight for Japan, the United States, and South America.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00

To San Francisco and return 350.00

To Liverpool 333.00

To London 338.00

Other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full-fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to *through fares from China to Europe*.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is considerably cultivated. Amongst the regular contributors are Dr. Chalmers, Etel, Breitenecker, and Hirth, Professor Legge, MacIntyre, Great, Jamieson, Faber, Kopisch, Parker, Playfair, Giles, Piton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address, "Manager, China Mail Office."

OPINIONS OF THE PRESS.

All our learned societies should subscribe to this scholarly and enterprising Review.—*Northern Christian Advocate* (U. S.)

The *China Review* * * * * has an excellent table of contents.—*Cedast Empire*.

The publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not the most favourable comparison with preceding numbers.—*Cedast Empire*.

This number contains several articles of interest and value.—*North China Herald*.

The *China Review* for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.—*North China Daily News*.

Passengers who have paid full-fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to *through fares from China to Europe*.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, December 6, 1887. 2279

ACCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

PAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA,

N. COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID.

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS OF

BRAZIL, AND LA PLATA;

LONDON, HAVRE, BORDEAUX,

DUNKIRK AND ANTWERP.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

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THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, December 6, 1887. 2248

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS

TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHIA*, 3,167 Tons Registered, ARNOLD, will be despatched for VANCOUVER, B.C., and KOBE and YOKOHAMA, on FRIDAY, the 23rd December, at 4 p.m.

To be followed by S.S. *ABYSSINIA*, on the 27th January, 1888, and S.S.